

THE DAILY APPEAL

H. R. Mighels.....Editor.

Saturday Morning, July 10, 1869.

THE LATEST NEWS.

By special dispatch to the APPEAL we learn that a terrible stabbing affray occurred in San Francisco on Thursday night, between Chinamen. One of them had been in the Globe Hotel and on coming out was attacked by a party of Chinese and fearfully cut. Those who were lying in wait for him stabbed him with their long knives, pounded him with clubs, and were about decapitating him, when the Police interfered and succeeded in arresting two of the assailants. The others escaped. The President of one of the Chinese Companies was promptly on hand with bail and demanded the release of the prisoners.

From dispatches to the press we obtain the following:

CHICAGO, July 8.—The Committee of Ways and Means, now in San Francisco, after investigating the San Francisco Custom-house, the Mint, the Sub-Treasury, and certain alleged improper transactions of the Sub-Treasurer with the Bank of California, report the former all right, and the charges against the latter as groundless.

NEW YORK, July 8.—William H. Sanford, Cashier of the Teenth National Bank of this city, has disappeared as a defaulter in the sum of \$100,000. Speculations in gold led to the defalcation. He leaves a wife and several children in destitute circumstances in Westport, Connecticut. The bank announces that the defalcation will not damage its standing.

The National Executive Committee of the Union League held a meeting today, to take action in reference to their affairs in Mississippi.

JOHN ROSE, Financial Minister of Canada, has gone to Washington. He has an appointment with Secretary Fish to-morrow, in reference to a new reciprocity treaty.

ST. LOUIS, July 8.—Information has been filed by the United States District Attorney against about \$60,000 worth of coffee, sugar, tobacco, and cigars, in the hands of 36 merchants of this city, alleged to have been fraudulently removed from the Custom House at New Orleans.

RICHMOND, July 8.—Colonel Richard Gilbert Walker arrived this forenoon from Norfolk. The day was made a holiday for his reception. When the cars arrived about 5,000 people congregated at the depot, and a committee, composed about equally of the most prominent white and colored citizens, was at the cars to receive him, but the populace on seeing Walker bore him on their shoulders to a coach ornamented with the National and State colors.

Election returns to day continue more favorable to the Walker party. Returns this morning show that the Walker men will have a majority of 60 on joint ballot in the Legislature.

TITUSVILLE, Pa., July 8.—A flash of lightning about 6 o'clock this evening struck Wilks' oil tanks, on the Tallman Farm, Upper Cherry Run. The tanks contained over 1,000 barrels of oil, that ignited instantly. The tanks burst, and the burning oil ran out, burning eight other wells. About 3,000 barrels of oil were daily produced from the wells that were destroyed. It is estimated that 4,000 barrels of oil were lost.

CHICAGO, July 8.—The commercial excursion party from this city arrived at Sherman to day on a trip to the West. They will spend Sunday at Salt Lake.

WASHINGTON, July 8.—A delegation of Boys in Blue called on the President this forenoon for the purpose of making arrangements for the appointment of members of that organization to positions in the Executive Department. The President said he would give the matter due deliberation.

Up to Wednesday noon the Great Eastern had paid out 1,740 nautical miles of cable and sailed 1,639 knots from Brest. The signals were all right.

GENERAL ROSENSTOCK'S nomination as the Democratic candidate for Governor of Ohio, does not meet the approval of the Cincinnati delegates.

EDITORIAL CORRESPONDENCE.

PORTLAND, Maine, June 29, 1869.

FRIEND ROBINSON: The inconveniences and vexations of a long trans-continental trip must be taken into consideration as an excuse for my failure to write you at an earlier date than the above. We arrived here, very little the worse for wear, yesterday afternoon—accomplishing the journey from Carson to this point in eleven days. Had we not been detained six or seven hours in Omaha, two days at Chicago, and twenty-four hours at Springfield, Mass., we could have been here on last Friday evening, or within eight days travel by rail. We remained the greater part of last Tuesday at Omaha, waiting for the departure of the Chicago and Northwestern train; staid two days in Chicago from choice and laid over at Springfield simply because the Directors of the Albany and Boston Railroad are too goodly to break any part of Sunday but the but-tends—morning and night.

I shall not attempt a description of the scenes and incidents of our trip further than to say that it was pleasant and unattended by anything more serious than fatigue and monotony. I will endeavor to give you and the readers of the APPEAL an idea of what we found it necessary to do in order to make the trip as comfortable as possible. Before leaving Carson, I telegraphed to Mr. T. H. Goodman of Sacramento, the General Passenger agent of the C. P. R. R. to reserve me a section on the sleeping car which left that city on the 18th inst. By this means I was enabled to secure the best comforts of the road for myself, wife and babies as far as Promontory. At Reno I telegraphed to Mr. Grant, Pullman's agent at Promontory, to reserve me a section from there on. I found, upon arrival there that he had done as I desired, but he informed me that it was necessary to telegraph to Cheyenne to secure a section from Bitter Creek to Omaha. Accordingly I sent a dispatch from Promontory to Cheyenne, to Mr. Howland, Pullman's agent, who made the desired arrangements. At Omaha, by going early to the Northwestern R. R. office, I secured sleeping accommodations between that point and Chicago. Thus we spent our nights between Reno and Chicago in good, clean, wide beds. We came from Chicago by the Michigan Central, Great Western, New York Central and Albany and Boston routes as far as Springfield, Mass. Between Chicago and Rochester, New York, we rode in a sleeping and dining car. Our meals were served up in restaurant style and were excellent. This is the sort of car which should be in use all over the Pacific Railroad.

I have been thus particular in itemizing our manner of travel for the sake of those who contemplate a trip overland. It is to be hoped, however, that the Central and Union Companies may perfect such arrangements as will enable the traveler to secure sleeping accommodations for the entire trip at the commencement of the journey. Much trouble and expense would be saved thereby.

Ours was the most numerous company of men, women and children that ever made the overland trip by rail. We had an average of about one hundred and forty adults and as many as thirty children on the train. We met with no accidents and there was no case of serious illness among the passengers.

We ran into a rain storm at Chicago, and to-day is the first clear day we have had since landing there. At this writing the sun is shining through a sort of dog day haze and the air is delightful. I shall make this my headquarters for several weeks, making incursions hence to the neighboring points of interest. I passed my school-boy days in this city, but the big fire and the many changes of twenty odd years have made me a stranger to the sights and citizens of the place. There is much enterprise evinced by the Portlanders in the long rows of handsome brick and stone buildings with which they have covered the greater part of the burnt district. In place of the granite Post Office which stood on the corner of Middle and Exchange streets, Uncle Sam is erecting a very handsome marble building; and the old Custom House is being replaced by a granite structure of massive proportions and imposing appearance. It struck me as hardly equitable upon the part of the Government that the Eastern cities should be so lavishly supplied with public buildings whilst our Nevada post offices and courts are so meagrely provided for. I suppose, however, that we shall have to content ourselves with so much of Uncle Sam's bounty as is to be found in the Carson Branch Mint.

I confess to some little fatigue, after my long trip; and with the fatigue comes enough of that poverty of ideas to account for the prosiness of this attempt at editorial correspondence. Will endeavor to do better after the "motion of the vessel" has subsided.

H. R. M.

A REVOLUTION of a quiet nature, in favor of Parliamentary government in France, is mentioned as likely to occur soon. Rouher, it is said, must soon leave the Cabinet, when the Emperor will reorganize it on a more liberal basis.

SENATOR STEWART'S ORATION

The following extract from the oration of Senator Stewart, at Oakland, on the 5th of July, is commended to the consideration of those abettors of injustice and brutality, whom the Senator fitly terms "the enemies of the development of the Pacific coast."

Before leaving the question of equal rights, I desire to call your attention to a subject of no secondary importance to the people of the Pacific. The star of the American empire has traveled westward until we have met the civilization of the east. China and Japan are bounded by the same ocean that bounds us on the west. Our commerce and theirs must float on the same waters. We must trade with them and they must trade with us, and the Pacific must be with the commerce of America and Asia, or progress must stop, wealth and power must depart, civilization recede, and the grand old ocean become unknown, except as heretofore visited by Europeans.

Speaking of the Chinese Mr. Stewart continues:

Notwithstanding their admitted usefulness and their acknowledged rights, we had a class of men, some of whom fled from oppression themselves, maltreating and outraging these people with all manner of cruelty, and even by mob violence; denying them the right to labor or to live. This must be stopped. I am not opposed to the association of laborers or trades unions for any lawful purpose, but when violence is used either against the Chinese or American boys who desire to learn trades, to prevent either from earning an honest living, then the law must be enforced. In 1866 the Civil Rights bill was enacted by Congress, giving the United States Courts jurisdiction, with power to protect all persons born in the United States in their civil rights. That law must be extended by Congress to all persons residing in the United States. The power of the Government for the protection of the Chinese, and all others, must be invoked. Let no one imagine that the people of the United States, after having made treaties guaranteeing rights to the Chinese, after having constructed the Pacific Railroad, and subsidized a line of steamers to China for the purpose of cultivating friendly relations with that ancient civilization, will allow a few evil disposed persons to break the laws and trample upon the rights of these people. All the Chinese ask is the right to labor and to live. What do the enemies of the development of the Pacific propose to do with these people? They cannot drive them from the country—The United States will never permit it. They cannot deprive them of labor by violence—the honor of the nation cannot tolerate such brutality. They must labor, steal or starve. The first is lawful and useful; the second is criminal and destructive; the last is cruel and barbarous. I am in favor of saving that people from either crime or starvation. Their request must be granted. They must be allowed to labor and live. The agitation of the Chinese question by violence has already disgraced the Pacific, and aroused the indignation of all right thinking men. Every act of cruelty is an appeal to humanity in behalf of the oppressed. The American people have proved that they are not deaf to such appeals. I am not here to threaten, but to advise the people of this coast to consider the consequences of injustice and outrage toward the Chinese. It is better to do right voluntarily than to be forced to obey the laws and respect the rights of others. The argument that they supplant white labor is not good. The more labor we have, the more we will want. If our mines could be worked 25 per cent. cheaper, three times as many mines would be worked, and three times as much labor required; if our lands could be cultivated cheaper, food would be cheaper; if cloth could be manufactured cheaper, clothing would be cheaper, and the same would be true in every branch of industry, and the poor would be benefitted as much as the rich. The argument that the poor are to be deprived of labor has been urged against every improvement in machinery; against the steam engine, the railroad, the steam paddy and every other invention; but in each case, instead of depriving the laboring man of employment, the new machinery has created new resources, new wants, and increased the demand for labor. The same argument was used by the American against European emigration; it was said that the cheap labor of Europe would deprive the native American of employment. Experience has proved the reverse to be the case. Cheap labor developed new fields of enterprise, and the wages of labor did not decrease. Americans found plenty of employment in superintending and directing works, and there was an increased compensation. So will it be here. Our skilled miners who now use the pick will have charge of opening new mines. Our farmers who now follow the plow, will be called to direct the plowing, and this will be the case in all branches of industry. Cheap labor from China must have the same effect upon the population of the Pacific coast that cheap labor from Europe had upon the people of the

Eastern States. It made them rich; it did not drive them out of employment. If the present generations hope to realize something of the great future of this favored land, they must invite honest labor, no matter whence it comes. The Pacific as well as the Atlantic must be the asylum for the oppressed of all lands. Injustice and selfish prejudice never made a country great.

WANTED!

WOOD-CHOPPERS!
100 ONE HUNDRED WOOD-CHOPPERS can find employment for the season by enquiring at Haines' Ranch, three miles above Genoa. The highest price will be paid for chopping.
HAINES, VANGORDER & LEETE.
June 19, 1869.

DE LOUVRE POUR CENT BUCHERONT!

Cent Bucherons trouvant du travail sur le ranche de Jas W. Haines, trois miles plus haut que Genoa. Les plus hauts prix sera payer.
L'indiquer sur la place, ou a Haines, VanGorder & Leete.
June 19, 1869.

FLOUR AND FEED!

AT SACRAMENTO PRICES.
TO THE TRADE. WE ARE PREPARED TO FURNISH

LAMBAR FLOUR, MIDDINGS, BRAN and SHORTS, GROUND BARLEY, CORN MEAL, And OATS,
—AT—

SACRAMENTO PRICES,

FREIGHT ADDED.
W. L. PERAINS & CO., Reno,
Forwarders and Deal rs in Flour and Feed.
June 20, 1869.-11

NOTICE!

THE UNDERSIGNED HAVING DETERMINED to close out his business in this city, between NOW AND THE 1ST OF NOVEMBER NEXT, WILL SELL HIS ENTIRE STOCK OF

SADDLES, HARNESS, Etc., AT COST.

Meantime, REPAIRING will be attended to promptly, and CHEAPER than can be done elsewhere.

E. P. EVANS.

Carson City, June 20, 1869.

UNION AND



King Street MEAT MARKETS.
JOHN ROSSER, Proprietor

OF THE ABOVE MARKETS, HAVING been longer in the Meat Business in Carson than any man here, is in fact the

PIONEER IN THE BUSINESS And understands the wants of the Public.

FRESH SALT MEAT, INCLUDING

BEEF, PORK, VEAL, MUTTON, SAUSAGES OF ALL KINDS, Which he will sell at

AT WHOLESALE OR RETAIL

Places of business: In King street, and on Carson street just south of the old Charles Hotel, CARSON CITY, NEVADA.
March 1, 1869.

MAGNOLIA SALOON, COUNTY BUILDING,

Carson City, Nevada
MILES REESE, [JAMES E. DEALEY,

REESE & DEALEY, PROPRIETORS.

LIQUORS AND CIGARS.

All the choicest bottled liquors will be found at this saloon.

The Saloon is the most complete of the kind in the state.

Carson, March 1, 1869.

NOTICE TO CREDITORS.

Estate of WILLIAM P. JOY, deceased.
NOTICE IS HEREBY GIVEN BY THE UNDERSIGNED, Administratrix of the estate of William P. Joy, deceased, to the creditors of and all persons having claims against said deceased, to exhibit them with the necessary vouchers within ten months after the first publication of this notice, to the said Administratrix, at William Patterson's law office, in Carson City, Ormsby County, State of Nevada. Dated at Carson City, June 21st, 1869.
ANNA JOY, Administratrix of the estate of William P. Joy, deceased.

CLOSING OUT!

SADDLES, HARNESS

ETC., ETC., ETC.,
AT COST!

UNTIL THE FIRST DAY OF NOVEMBER,

The undersigned

WILL SELL OFF THEIR ENTIRE STOCK OF

SADDLES & HARNESS

—AT—
Cost Prices!

To make room for a

Large and Fine Stock of Saddlery COMING DIRECT FROM THE EAST.

We wish all to take Notice that we have a big advantage in the business over all other Saddlers, and cannot be undersold or out-worked.

KITZMEYER BROS.
Carson City, June 23, 1869. 1m

NEW SPRING GOODS!

New Shawls!

NEW PRINTS!

Etc., Etc., Etc.,

DIRECT FROM THE EAST!

JUST OPENED AT

OLCOVICH BROS.

ALL LADIES ARE RESPECTFULLY INVITED.

at if

ADOLPH JACOBS

PROPRIETOR OF THE

CIGAR STORE

—AT THE—
ORMSBY HOUSE CORNER

CARSON CITY, NEVADA, Keeps the Finest Brands of

HAVANA CIGARS,

—ALSO—
DOMESTIC CIGARS,

TOBACCO, GENUINE MEERSCHAUM PIPES, FINE CUTLERY.

Which he will sell at the lowest rates possible. Carson, January 1, 1869.

ALEXANDER LEPORT

HAS REMOVED HIS

Family Grocery Store

To the Brick Building owned by G. A. Sears, and lately occupied by Louis Mandelbaum, on

King Street, Carson City,

Where he is prepared to furnish Families, Hotels and Restaurants with the Finest brands of

French and California Wines,

Bottles and Whiskies, Flour, Ham and Bacon, Eggs, Lard, Teas, Coffee, Sugars, Syrups, Green, Canned and Dried Fruits, and in fact EVERYTHING pertaining to the

Grocery and Provision Line. Carson City, July 1, 1869. 1al

SPRING GOODS

JUST ARRIVED!

—AT—
J. ROSENSTOCK'S.

—AND—
MEN'S BOYS' CHILDREN SUITS.

OF ALL STYLES, AT

Greatly Reduced Prices!

J. ROSENSTOCK.
Carson, April 1, 1869.

NOTICE.

To All Cigar and Tobacco Dealers.
STAMPS CAN BE PROCURED AT my office.
The law will be rigidly enforced.
STEPHEN T. GAGE, Collector.
GEORGE W. CHEDIC, Deputy Collector, 6th Division.
Carson, July 1, 1869. 107